

UTA Board of Trustees Meeting

May 12, 2021



Call to Order and Opening Remarks

Electronic Meeting Determination Statement



Safety First Minute



Public Comment

Live comments are limited to 3 minutes per commenter

Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website

Any comments received through alternate means were distributed to the board for review in advance of the meeting



Consent Agenda

- a. Approval of April 28, 2021 Board Meeting Minutes



Recommended Action (by acclamation)

Motion to approve consent agenda



Reports



Agency Report



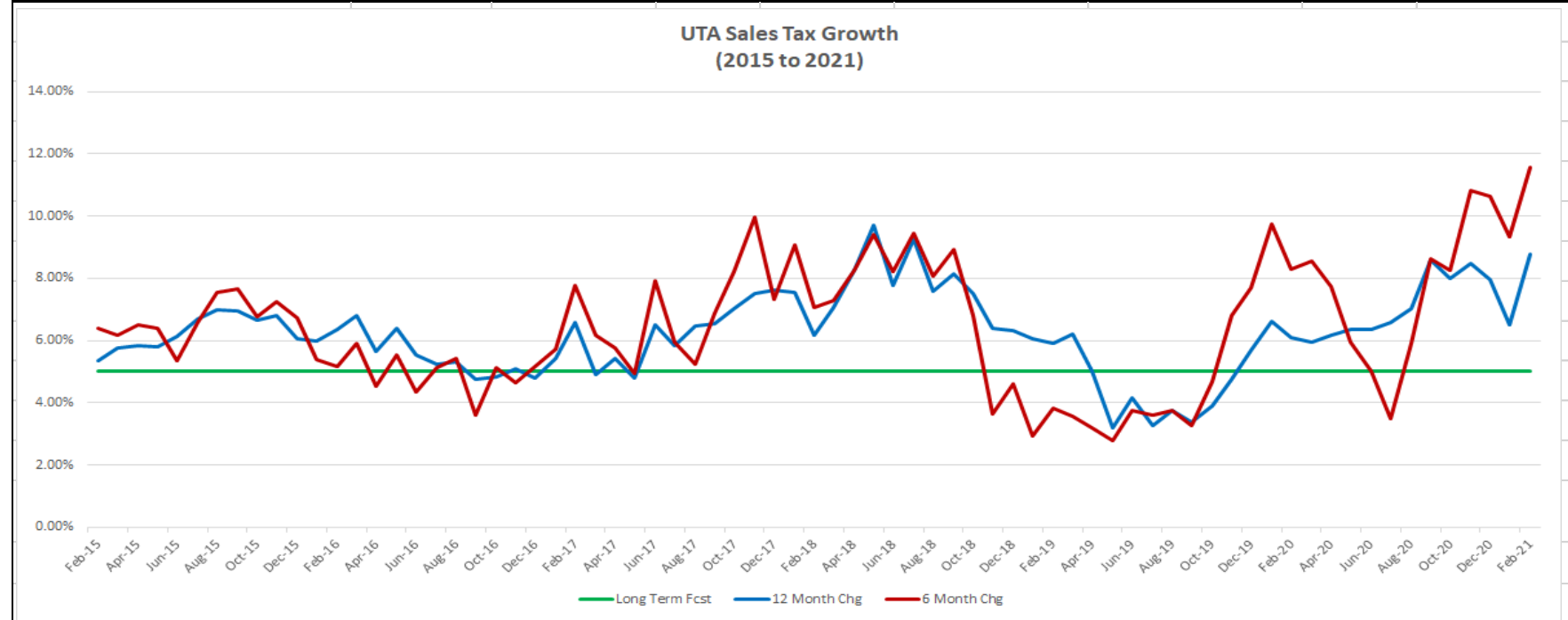
Financial Report – March 2021



UTA Board Dashboard

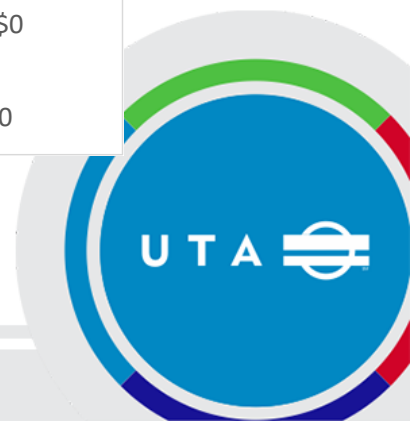
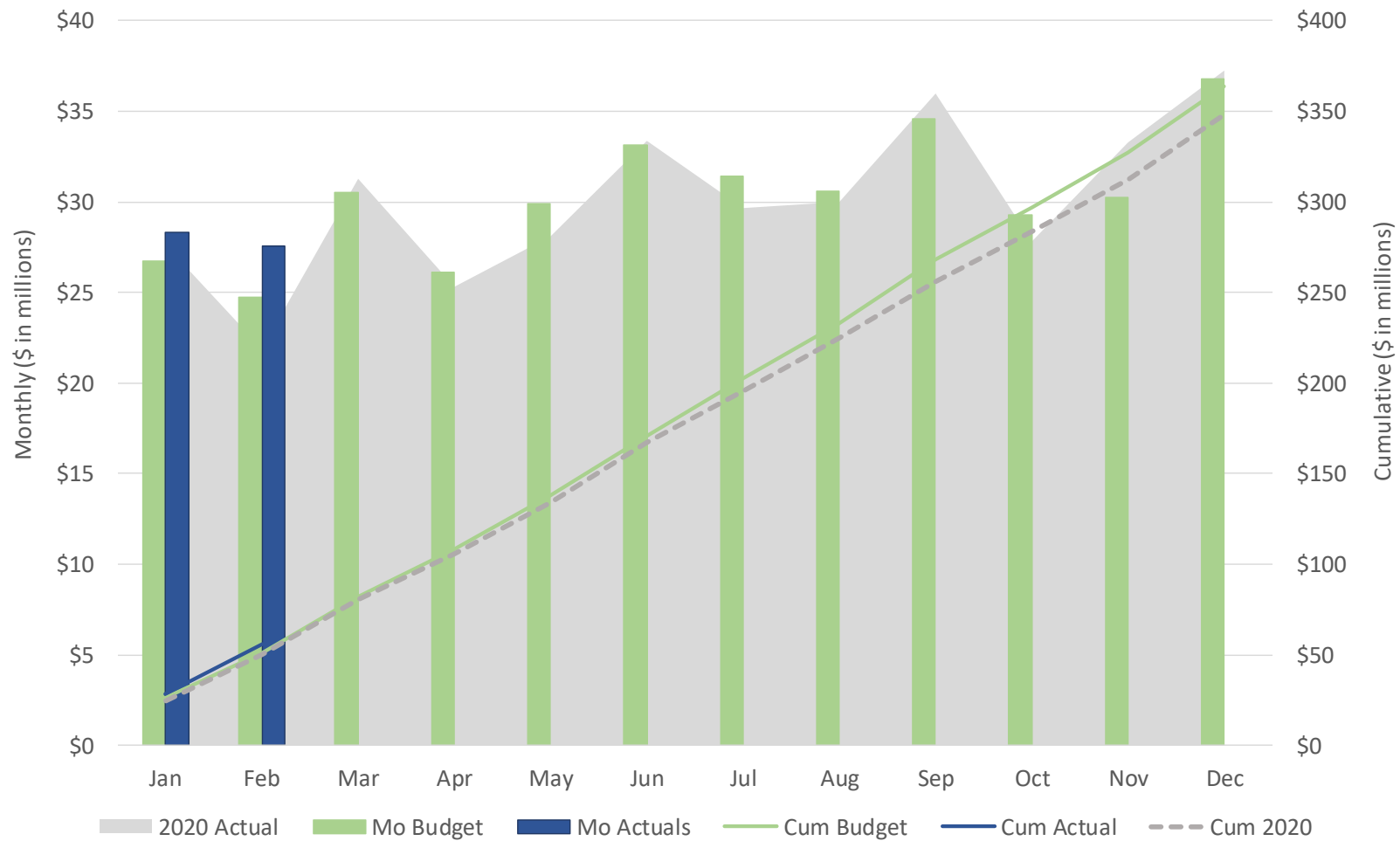
March 2021

Financial Metrics	Mar Actual	Mar Budget	Fav/ (Unfav)	%	YTD Actual	YTD Budget	Fav/ (Unfav)	%
Sales Tax (Feb '21 mm \$)	\$ 27.6	\$ 24.7	\$ 2.85	11.5%	\$ 55.9	\$ 51.4	\$ 4.46	8.7%
Fare Revenue (mm)	\$ 2.5	\$ 2.6	\$ (0.13)	-4.8%	\$ 7.6	\$ 7.9	\$ (0.32)	-4.1%
Operating Exp (mm)	\$ 33.1	\$ 27.0	(6.09)	-22.6%	\$ 75.3	\$ 80.6	\$ 5.27	6.5%
Subsidy Per Rider (SPR)	\$ 16.18	\$ 15.06	\$ (1.12)	-7.4%	\$ 13.29	\$ 15.06	\$ 1.77	11.8%
UTA Diesel Price (\$/gal)	\$ 2.57	\$ 2.25	\$ (0.32)	-14.2%	\$ 2.10	\$ 2.25	\$ 0.15	6.7%
Operating Metrics	Mar Actual	Mar-20	F/ (UF)	%	YTD Actual	YTD 2020	F/ (UF)	%
Ridership (mm)	1.89	2.62	(0.7)	-27.9%	5.10	10.19	(5.1)	-50.0%
Alternative Fuels	CNG Price (Diesel Gal Equiv)		\$ 1.99					



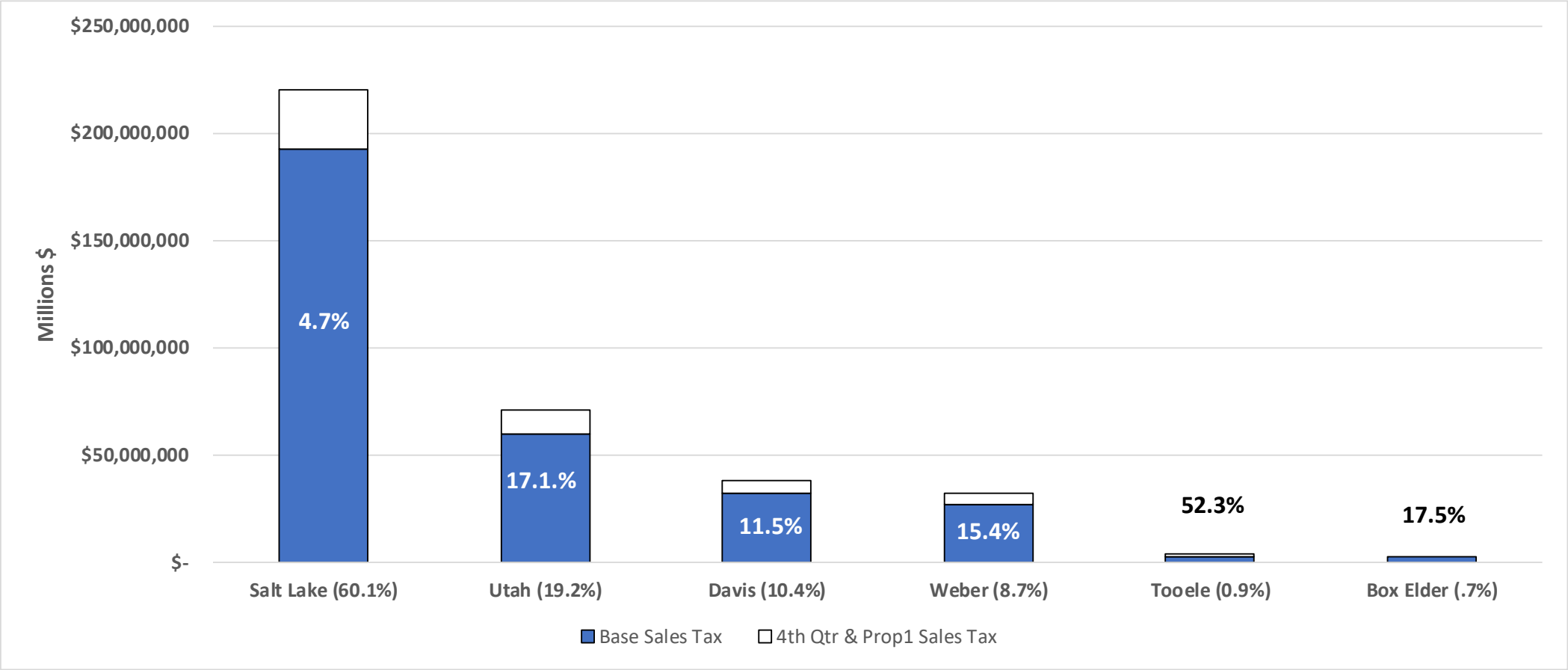
2021 Sales Tax

February (YTD Variance +\$4.5 million)



Sales Tax Collections

(Percentage Growth for 12 months ended February 28, 2021*)

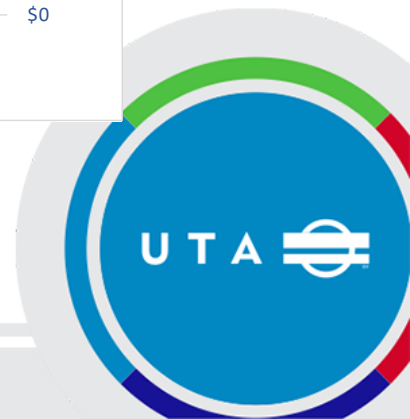
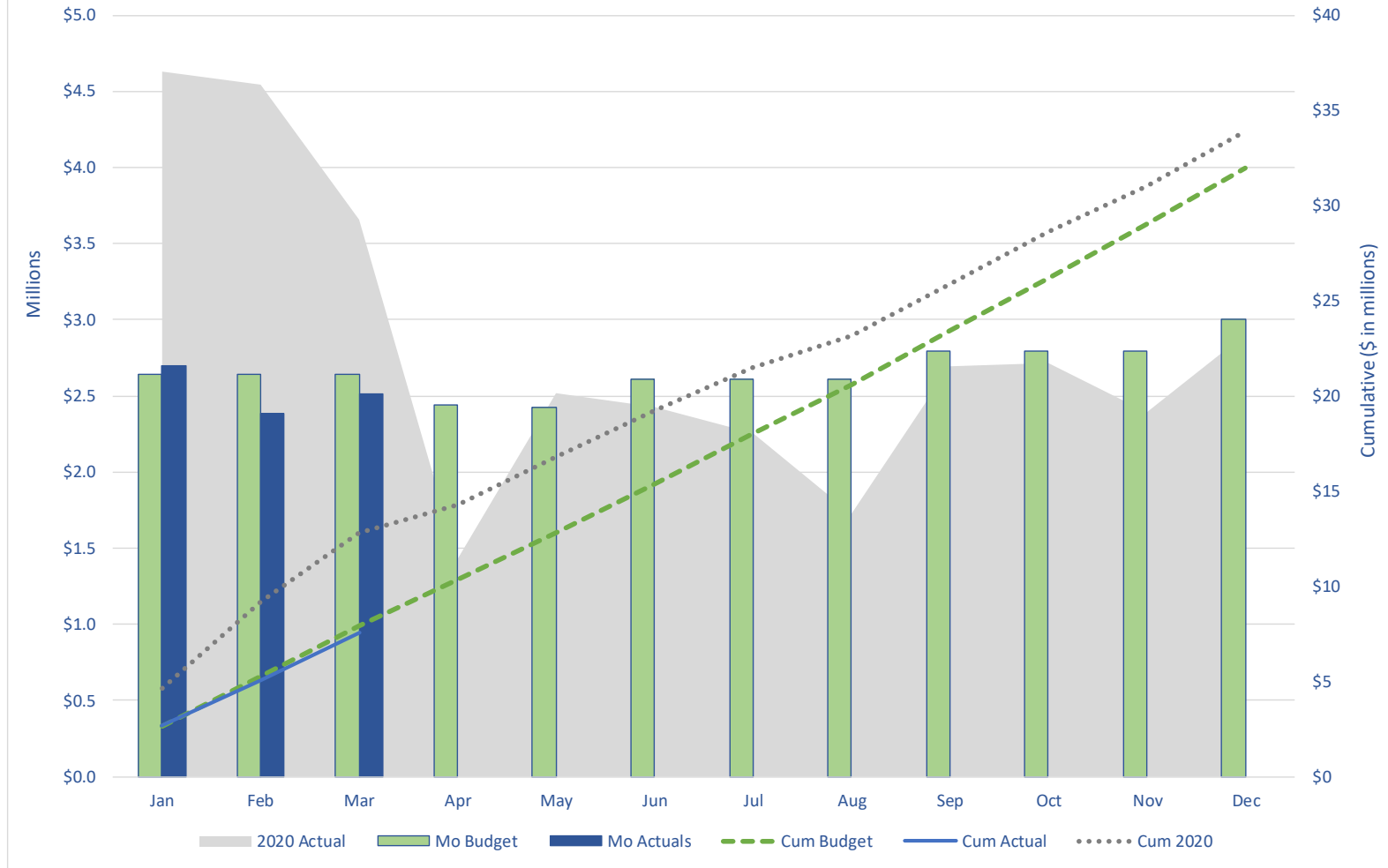


* Percentage growth in base sales tax revenues over prior year (excludes impact of Proposition 1 and 4th quarter rate changes in 2019).

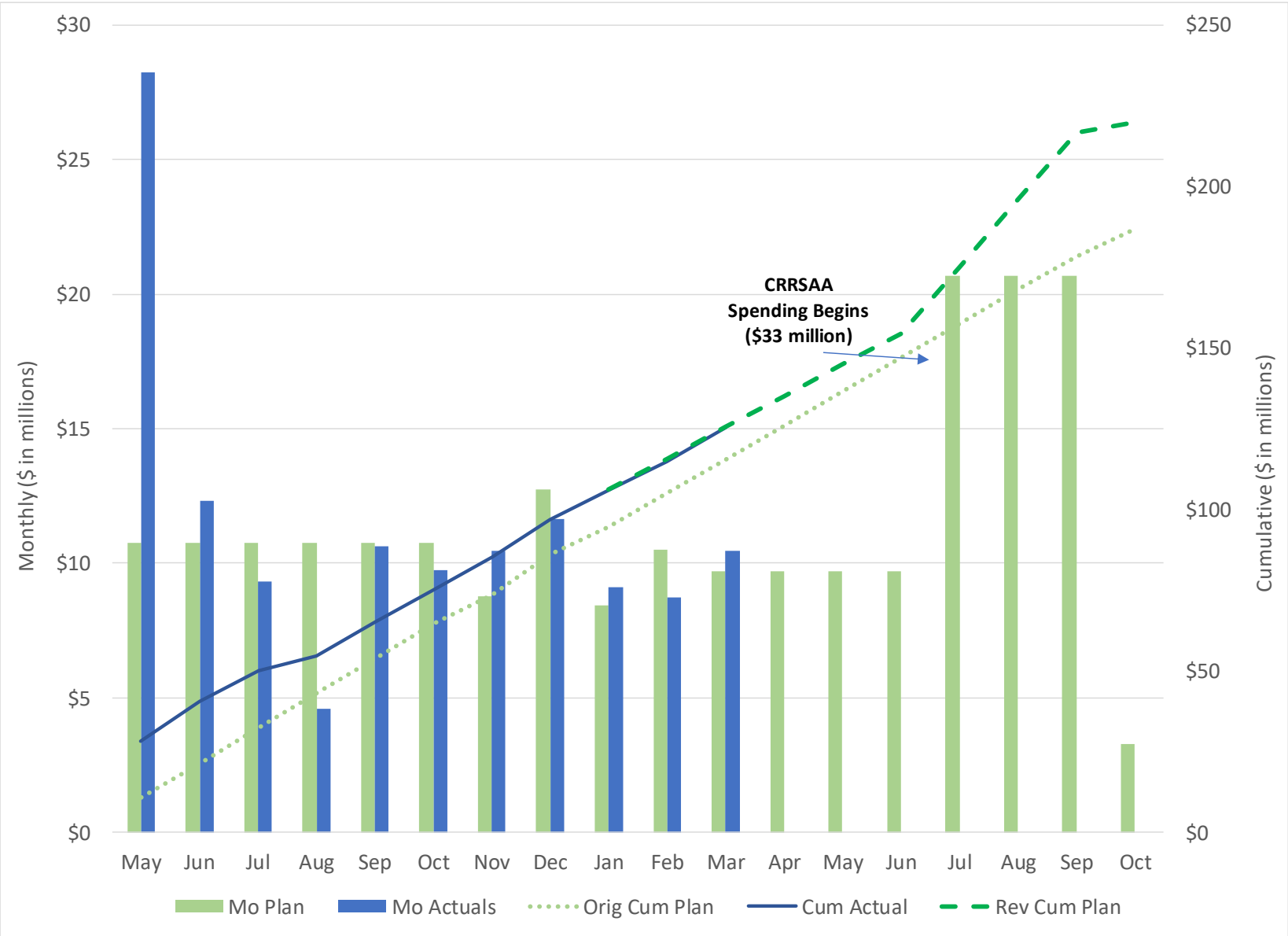


2021 Passenger Revenues

March (YTD Variance -\$320,000)



2020 - 2021 Stimulus Funds



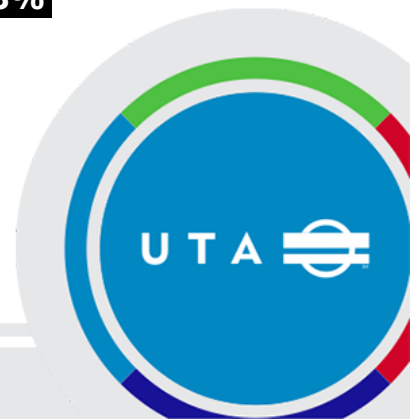
Operating Financial Results

March 2021

MONTHLY RESULTS					FISCAL YEAR 2021 Dollars in Millions	YEAR-TO-DATE RESULTS				
Prior Year	Current Year					Prior Year	Current Year			
Actual	Actual	Budget	Variance			Actual	Actual	Budget	Variance	
					Revenue					
\$ 37.4	\$ 32.1	\$ 30.5	\$ 1.6	5.3%	Sales Tax <i>(Mar accrual)</i>	\$ 83.5	\$ 88.0	\$ 82.0	\$ 6.1	7.4%
3.7	2.5	2.6	(0.1)	-4.8%	Fares	12.8	7.6	7.9	(0.3)	-4.1%
5.2	10.2	14.3	(4.1)	-28.9%	Federal	15.0	38.4	42.9	(4.5)	-10.5%
1.6	0.9	1.4	(0.5)	-35.5%	Other	3.9	2.4	3.5	(1.1)	-32.3%
\$ 47.9	\$ 45.7	\$ 48.8	\$ (3.1)	-6.4%	TOTAL REVENUE	\$ 115.3	\$ 136.4	\$ 136.2	\$ 0.1	0.1%
					Expense					
\$ 13.0	\$ 17.0	\$ 13.5	\$ (3.5)	-25.8%	Salary/Wages	\$ 38.8	\$ 38.8	\$ 39.8	\$ 1.0	2.6%
6.2	8.9	6.2	(2.7)	-43.2%	Fringe Benefits	18.0	19.8	18.7	(1.1)	-5.8%
1.6	2.3	2.5	0.2	9.7%	Services	4.8	5.2	7.5	2.3	31.1%
1.1	1.8	1.9	0.1	4.9%	Parts	5.0	4.2	5.7	1.6	27.2%
1.7	2.3	1.9	(0.4)	-18.8%	Fuel	5.4	5.2	5.6	0.3	6.1%
0.5	0.7	0.5	(0.2)	-42.4%	Utilities	1.5	2.0	1.5	(0.5)	-36.5%
1.2	1.0	1.1	0.1	6.1%	Other	2.5	2.4	4.1	1.7	42.3%
(0.8)	(1.0)	(0.8)	(0.3)	33.5%	Capitalized Cost	(2.4)	(2.2)	(2.3)	0.1	-4.2%
\$ 24.4	\$ 33.1	\$ 27.0	\$ (6.1)	-22.6%	TOTAL EXPENSE	\$ 73.5	\$ 75.3	\$ 80.6	\$ 5.3	6.5%
\$ 9.0	\$ 7.6	\$ 7.5	\$ (0.1)	-1.4%	Debt Service	\$ 26.3	\$ 22.9	\$ 22.6	\$ (0.3)	-1.4%
\$ 1.0	\$ 5.0	\$ 14.3	\$ (9.3)	-65.2%	Contrib. Capital/ Reserves	\$ 15.6	\$ 38.1	\$ 33.0	\$ 5.1	15.3%

Favorable/(Unfavorable)

Favorable/(Unfavorable)



2021 Operating Expense by Mode YTD

Operating Expense By Mode (\$ in Millions)

MTD	Mar 2020	March 2021		Variance '21	
	Actual	Actual	Budget	\$	Percent
<i>Administrative</i>	\$ 2.7	\$ 3.8	\$ 3.8	\$ (0.1)	-2.1%
<i>Operating Support</i>	4.1	5.7	4.4	(1.3)	-28.6%
<i>Bus</i>	9.1	12.5	9.4	(3.1)	-32.7%
<i>Light Rail</i>	2.9	4.0	3.4	(0.6)	-17.6%
<i>Commuter Rail</i>	1.9	2.4	2.0	(0.4)	-18.1%
<i>Maintenance of Way</i>	1.6	1.8	1.6	(0.2)	-10.0%
<i>Paratransit</i>	2.0	2.5	2.0	(0.5)	-27.1%
<i>Special Services</i>	0.2	0.3	0.3	0.0	2.5%
Total Operating Expense	\$ 24.4	\$ 33.1	\$ 27.0	\$ (6.1)	-22.6%

YTD	Mar 2020	March 2021		Variance '21	
	Actual	Actual	Budget	\$	Percent
<i>Administrative</i>	\$ 8.6	\$ 8.7	\$ 11.8	\$ 3.1	26.3%
<i>Operating Support</i>	11.9	12.7	13.4	0.7	5.1%
<i>Bus</i>	27.0	27.4	27.5	0.1	0.4%
<i>Light Rail</i>	9.0	9.3	10.2	0.9	8.4%
<i>Commuter Rail</i>	5.8	5.5	5.9	0.5	7.6%
<i>Maintenance of Way</i>	4.7	5.1	4.8	(0.3)	-6.5%
<i>Paratransit</i>	5.7	5.8	6.0	0.2	3.6%
<i>Special Services</i>	0.8	0.8	0.9	0.2	17.1%
Total Operating Expense	\$ 73.5	\$ 75.3	\$ 80.6	\$ 5.3	6.5%



Questions?



Contracts, Disbursement, and Grants



Contract: Purchasing Card Management Services (U.S. Bank)

Recommended Actions (by acclamation)

Motion to approve contract as presented



Change Order: FrontRunner Forward On Call Operations Planning and Simulation Assistance Task Order 2 (DB Engineering and Consulting, USA)

Recommended Action (by acclamation)

Motion to approve change order as presented



Change Order: Depot District Final Design (Stantec Architecture Inc.)

Recommended Action (by acclamation)

Motion to approve change order as presented



Change Order: On-Call Infrastructure Maintenance Task Order #18 – 4800 West Mid-Jordan TRAX Line Embedded Grade Crossing (Stacy and Witbeck Inc.)

Recommended Action (by acclamation)

Motion to approve change order as presented



Service and Fare Approvals



Fare Agreement: Pass Purchase and Administration Agreement Amendment 2 (Church of Jesus Christ of Latter-day Saints)

Recommended Action (by acclamation)

Motion to approve fare agreement as presented



Promotional Fare Request: Youth Rider's License

Recommended Action (by acclamation)

Motion to approve promotional fare as presented



Discussion Items



Amendment 1 to the Authority's 2021 Budget



PROPOSED 2021 CAPITAL BUDGET AMENDMENT

Project	Current budget	Additional Request	Amended Budget	Source of Funds
FrontRunner Forward	\$2,500,000	\$2,500,000	\$5,000,000	State appropriation
Building Remodel /Reconfig	\$100,000	\$365,000	\$465,000	Carryover/Fund Balance
Safety General Projects	\$100,000	\$77,000	\$177,000	Fund Balance
Corridor Fencing	\$50,000	\$50,000	\$100,000	Fund Balance
Non-Rev Service Vehicles	\$1,500,000	\$480,000	\$1,980,000	Fund Balance
Capital Contingency	\$1,570,500	\$429,500	\$2,000,000	Fund Balance
Box Elder ROW Preservation	\$1,000,000	\$2,700,000	\$3,700,000	Box Elder 2 nd quarter sales tax
S-Line Extension	\$0	\$600,000	\$600,000	State appropriation
5600 West	\$0	\$150,000	\$150,000	TTIF/Fed Grant
Total	\$6,820,500	\$7,351,500	\$14,172,000	



UTA on Demand Microtransit Late Night Summer Service Pilot



UTA on Demand Late Night Summer Service Pilot

Purpose

- Attract and build new ridership
- Help UTA and SLC prepare for the Rose Park and Glendale microtransit pilot
- Provide new mobility options for the community
- Provide UTA support for stimulating the economy, local business, and re-energizing the Salt Lake City region
- Provide transit service for late night and shift workers
- Evaluate the pilot for future late night service opportunities and return on investment
- Build brand recognition and awareness for UTA on Demand by Via



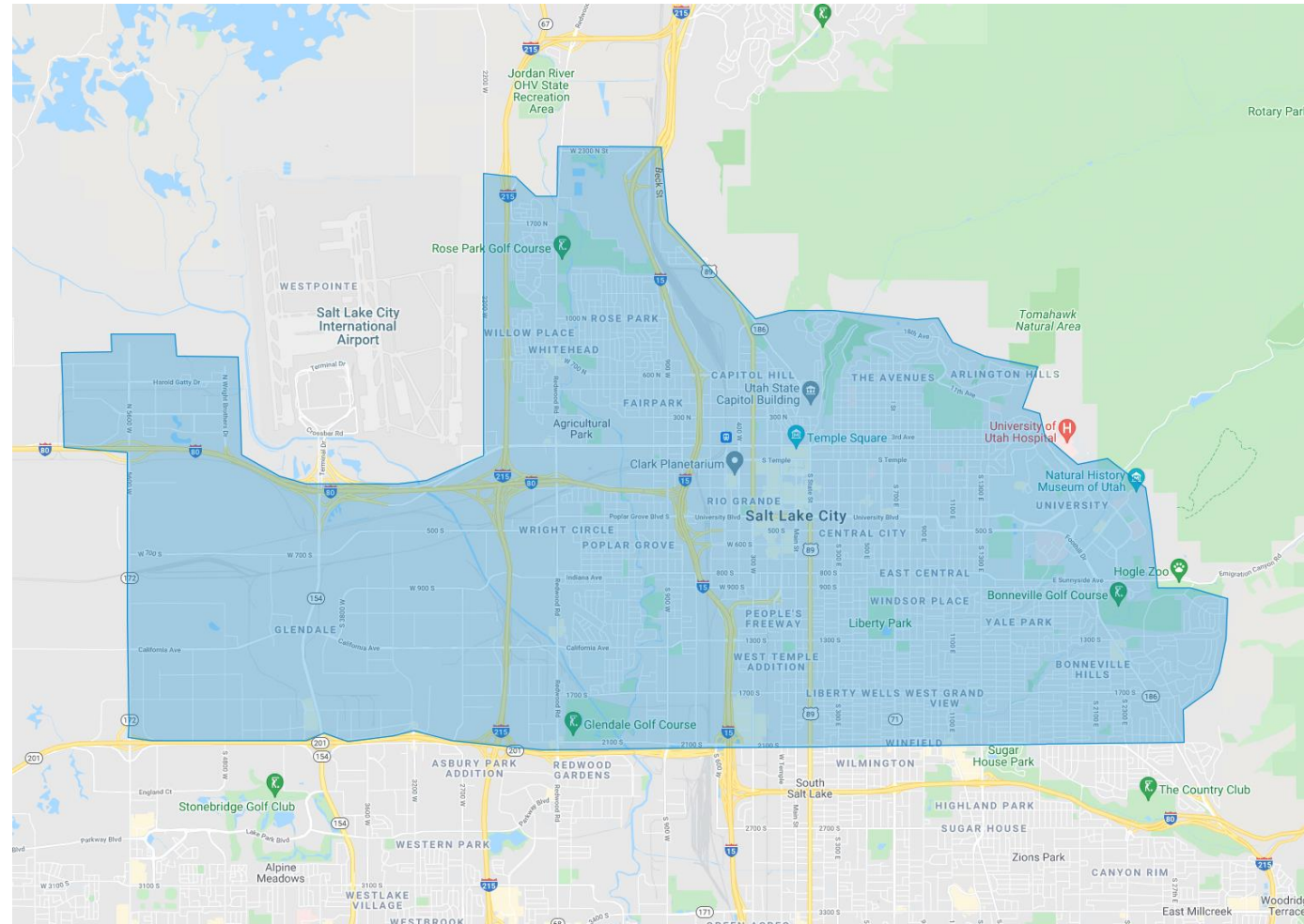
UTA on Demand Late Night Summer Service Pilot

Service

- UTA on Demand by Via
- Utilize existing vehicles and resources from the South Salt Lake County microtransit pilot
- Salt Lake City Service Area (excludes airport)
- Memorial Day 2021 through Labor Day 2021
- Operate Thursday, Friday, and Saturday nights from 10:00 pm – 4:00 am
- Provide intrazonal transit services and First/Last Mile Connections to fixed route services during operating hours



UTA on Demand Late Night Summer Service Pilot



UTA on Demand Late Night Summer Service Pilot

Project Partners and Communications

- Downtown Alliance
- Salt Lake City
- Via

Estimated Expenses

- Operations: \$120,000
 - Project Contingency: \$50,000
 - Funding Source: 2021 IMS Budget
- Marketing and Communications: \$25,000 - \$50,000
 - Funding Source: 2021 Marketing Budget and Partner Contributions



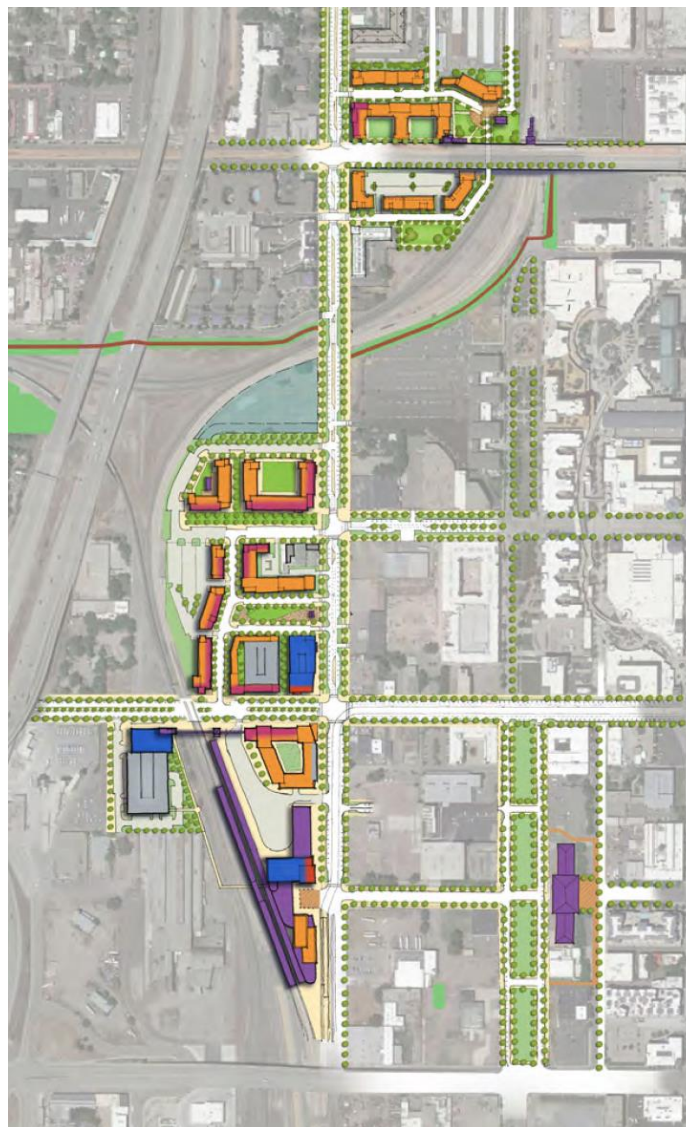
Salt Lake Central – Station Area Plan Addendum



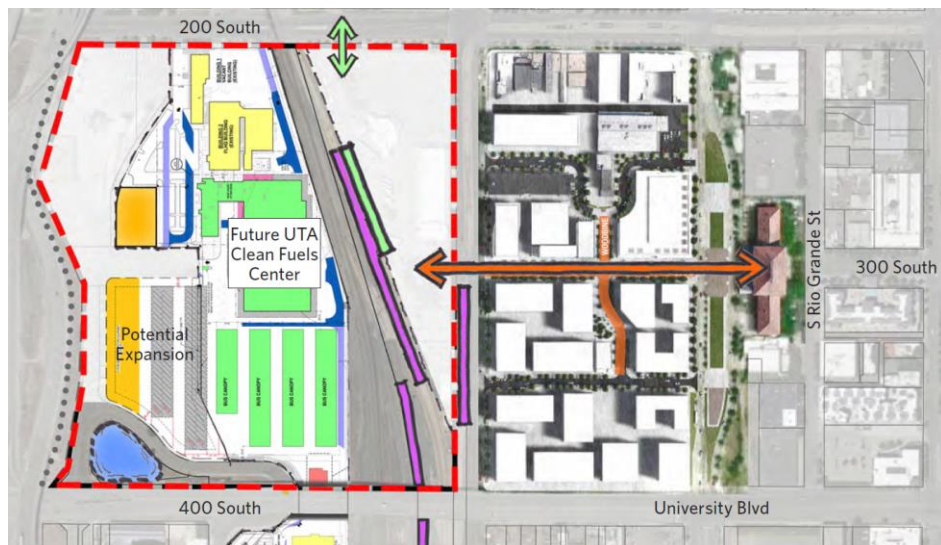
Background

Original Plan

- Initiated in 2018, (UDA) Urban Design Associates
- Collaboration between UTA & Salt Lake City RDA
- Involved extensive community engagement
- Provided a cohesive vision for the plan area



Purpose of the Addendum



Premises

- Understand development potential of properties west of Salt Lake Central Station
- Identify properties necessary to expand bus storage at the Depot District Clean Fuels Center
- Reconfigure transit-critical infrastructure, to be compatible with Station Center Redevelopment
- Render UTA's expectations within a future Salt Lake Central Redevelopment RFP



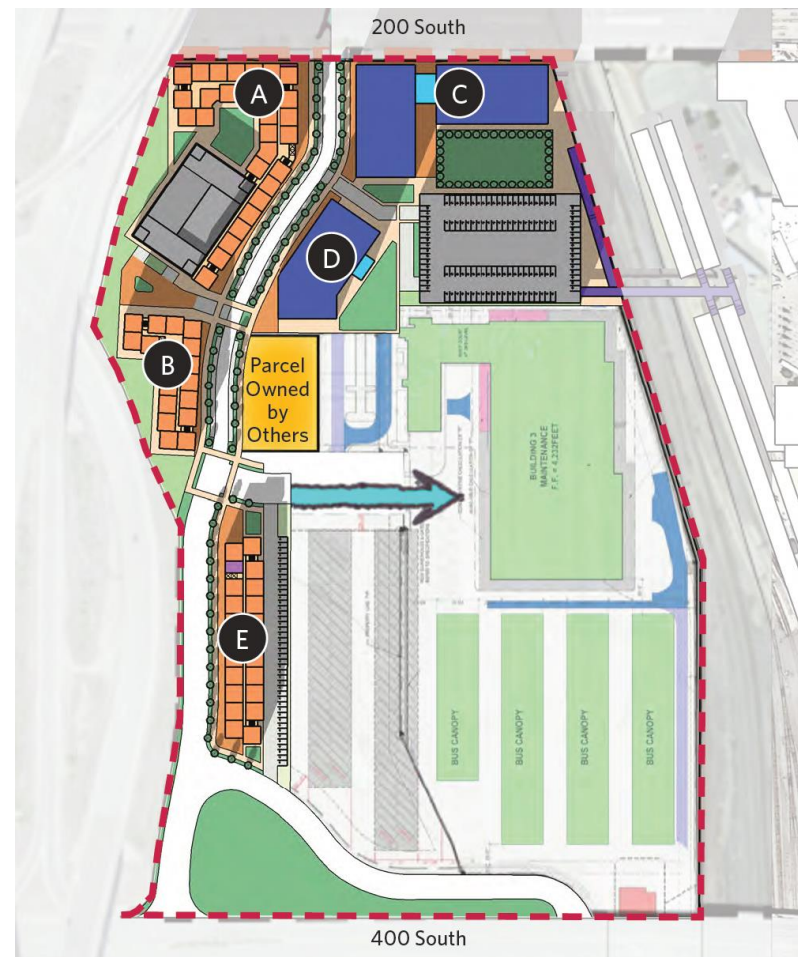
Land Use Concept 1

Premises

- Possible within existing parcel configuration
- Office emphasis
- Clear separation of UTA & private development

Program

- Office: 400,000 Sqft
- Residential: 400 Units
- Retail: 6,600 Sqft
- Amenity Space: 6,000 Sqft
- Parking: 1,540 (350 park & ride stalls)



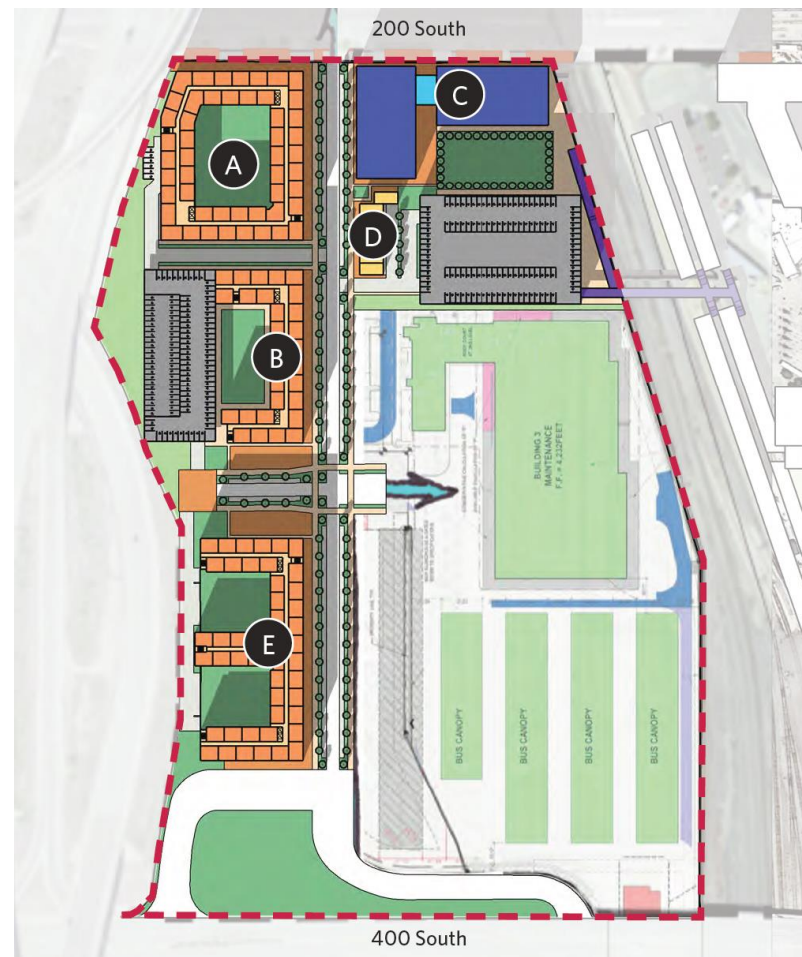
Land Use Concept 2

Premises

- Requires reconfiguration of parcels
- Residential emphasis
- Blending of UTA and private development

Program

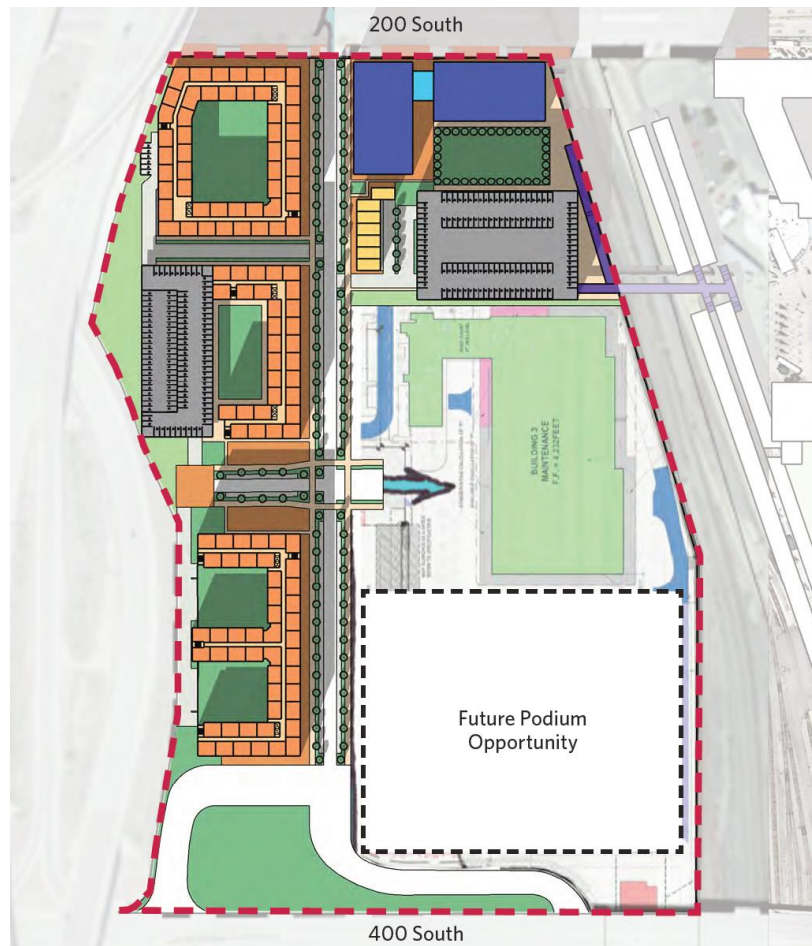
- Office: 275,000 Sqft
- Residential: 770 Units
- Retail: 5,500 Sqft
- Amenity Space: 20,000 Sqft
- Parking: 1,820 (350 park & ride stalls)



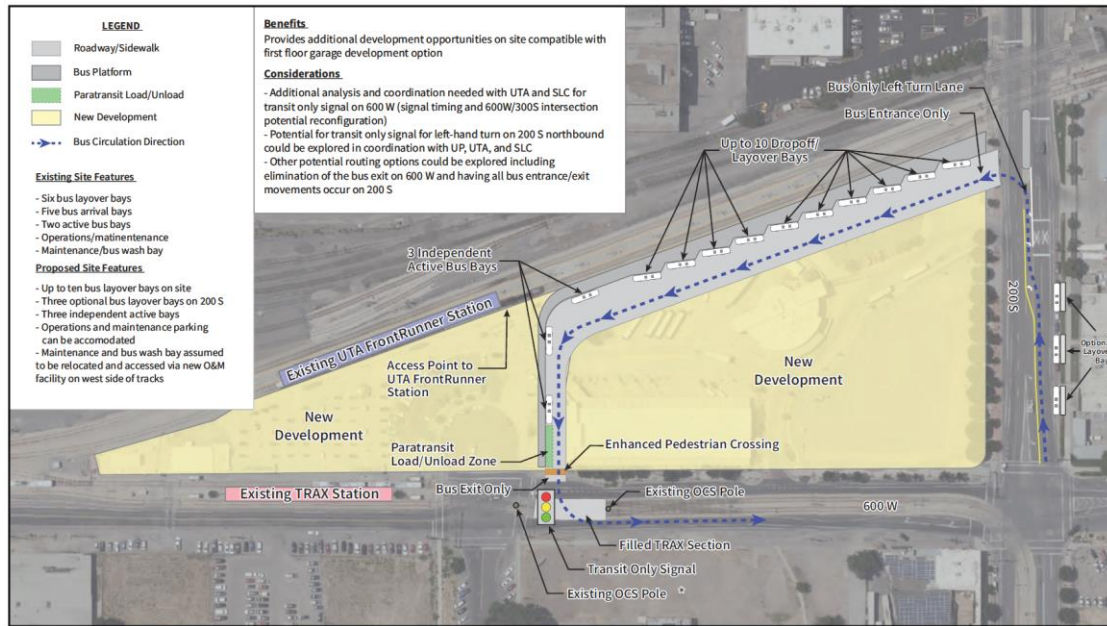
Land Use Concept 2 – Future Podium Opportunity

Premises

- Distant opportunity (approx. 10-15 years), when the real estate market makes viable
- Construct podium over UTA bus parking facilities, allowing further mixed-use development on top



Bus Loop Reconfiguration – Preferred Concept



Premises

- Entrance into loop from 200 South
- Exit from loop at 600 West, using transit-prioritized signal
- 10 staging areas, 3 layover areas
- Common boarding/alighting area
- Improves efficiency of bus routes
- Opens approx. 1.9 acres for productive land uses



Ogden Onboard – Station Area Plan Amendment



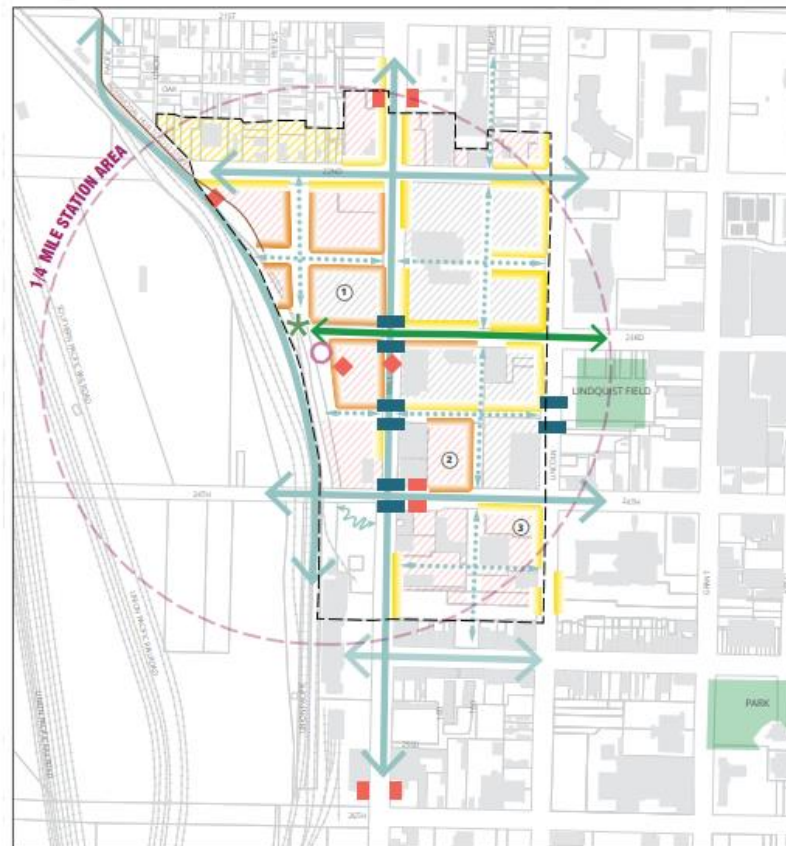
Background

Ogden Onboard

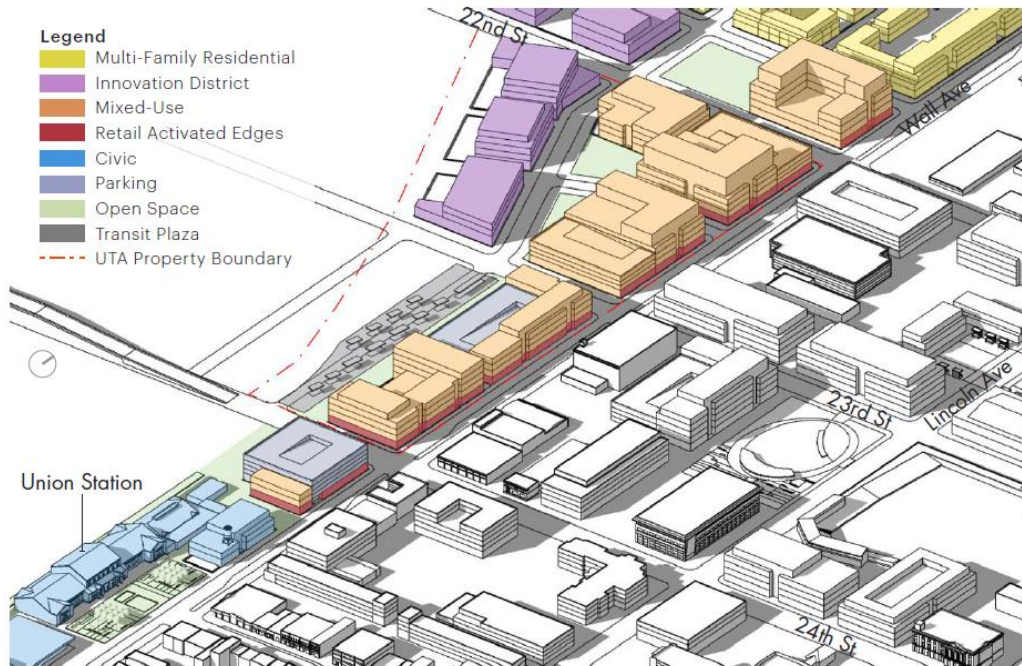
- Initiated in 2018, MIG
- Part of the Ogden BRT Corridor Analysis
- Ogden Station included in corridor analysis as one of four development nodes

Make Ogden

- Initiated in 2019, Design Workshop
- Establishes a comprehensive vision for Downtown Ogden



Purpose of the Amendment



Premises

- Reconciles recommendations made in Ogden Onboard and Make Ogden
- Identifies major infrastructural improvements
- Provides more detailed vision for the FrontRunner station
- Provides implementation plan, including phasing schedule, stakeholder responsibilities, funding sources, etc



Overall Vision

Union Station Campus

- Preserved / renovated Union Station building
- Gateway to 25th Street

Transit Plaza

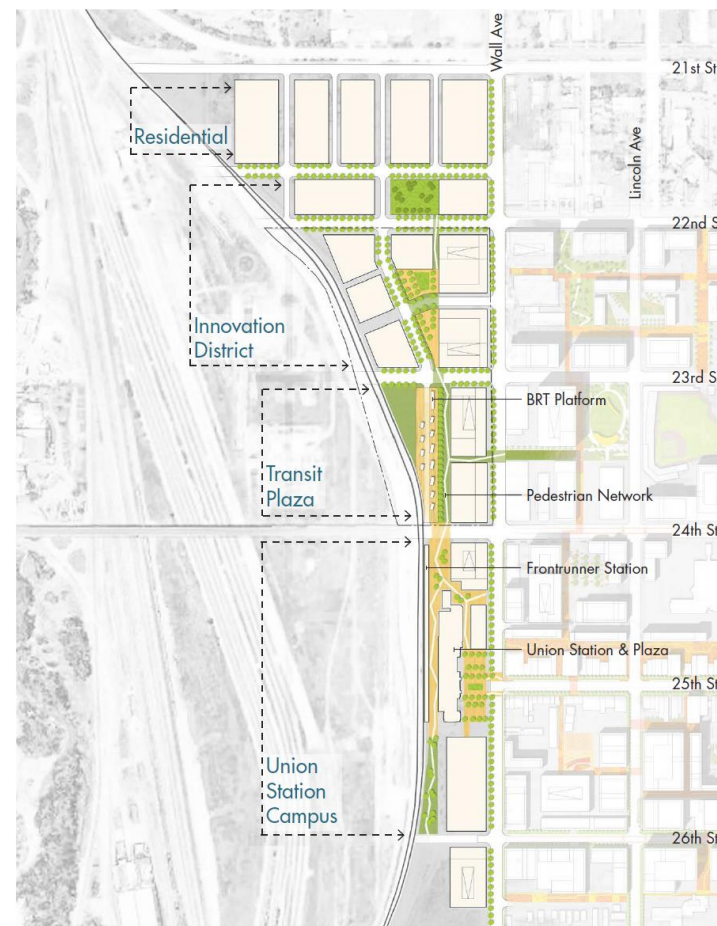
- Reconfigured bus loop / BRT platform
- High-intensity land uses

Innovation District

- Dense mixture of residential, office, and maker space

Residential

- Residential to support neighborhood activity



Circulation Plan

Street Connections

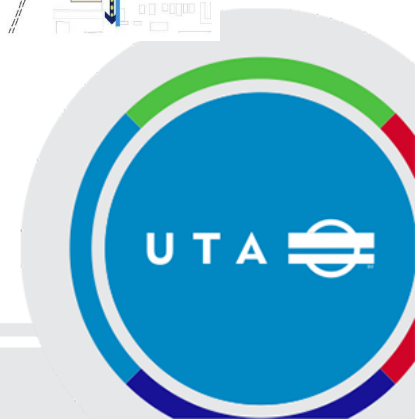
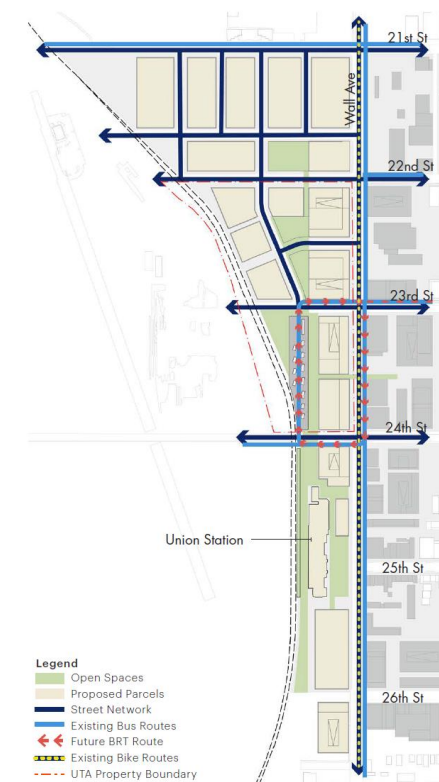
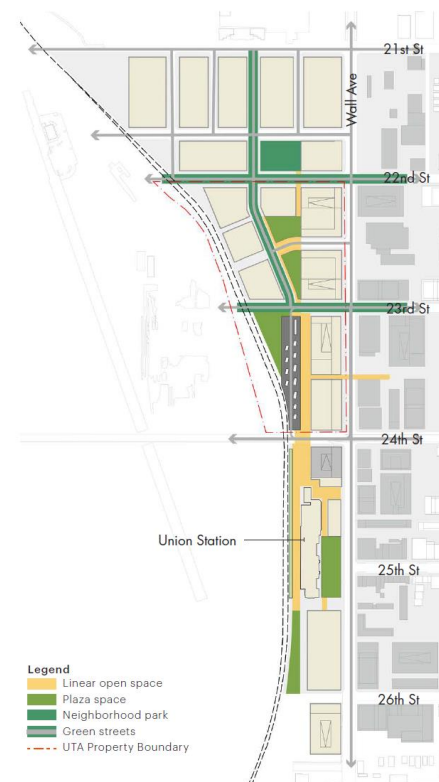
- Traffic calming along Wall Street
- Framing of smaller, walkable blocks within development
- Additional west-bound connections

Active Transportation

- Strong pedestrian crossings along Wall St.
- Pedestrian connections within overall neighborhood & individual blocks

Public Transportation

- Preserves and expands options for existing and future bus routes



Parking & Transit Plan

Park & Ride Facilities

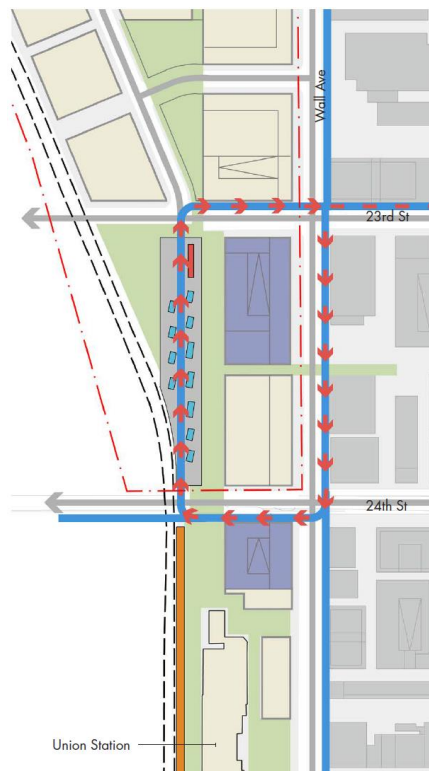
- 400 dedicated transit stalls in southern parking structure with expansion option
- Parking overseen by Ogden City

Bus Loop Reconfiguration

- Squaring and consolidation of bus staging areas
- Incorporation of BRT platform and other related infrastructure, as approved by FTA

Frontrunner Platform

- Potential relocation of FrontRunner platform adjacent to Union Station



Implementation Plan

Phase I

- Shared (southern) parking structure, containing primary park & ride facilities

Phase II

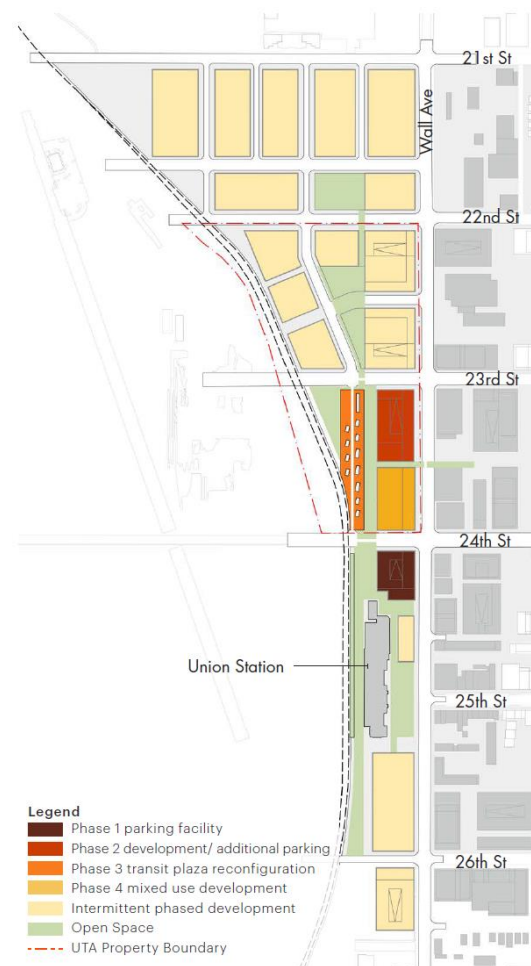
- Shared (northern) parking facility, containing overflow park & ride facilities

Phase III

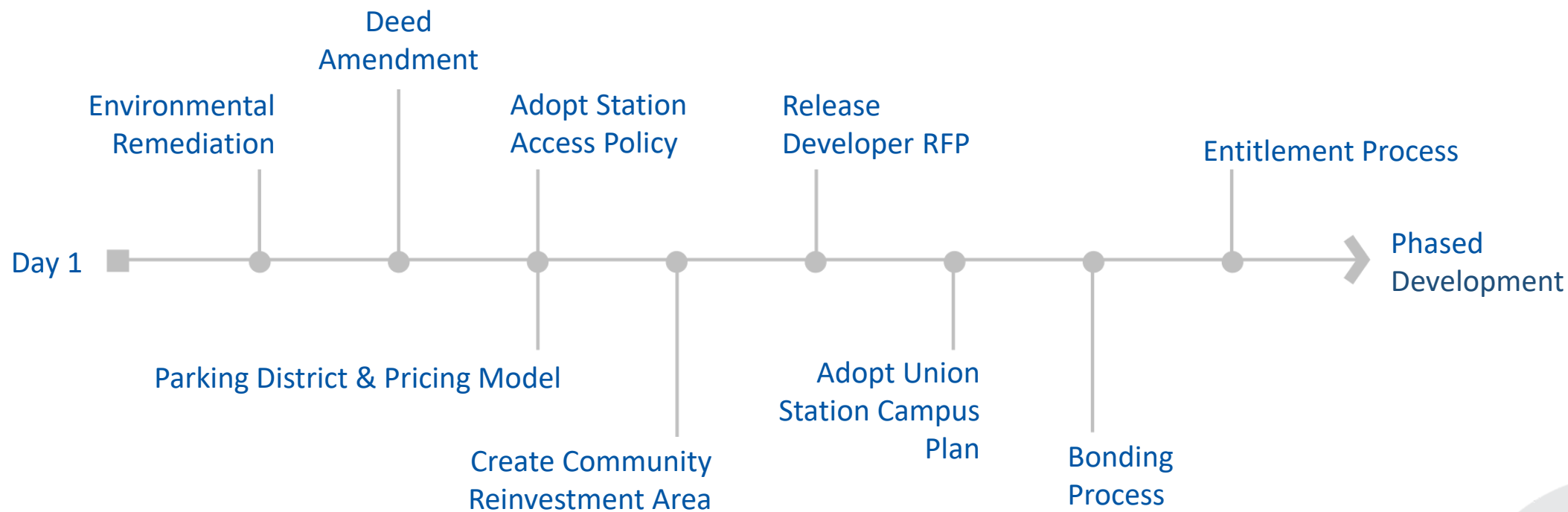
- Bus loop reconfiguration
- Transit plaza and intermodal connections

Phase IV

- Mixed-use commercial / residential development



Critical Path



Questions



Depot District Clean Fuels Technology Center Project Update

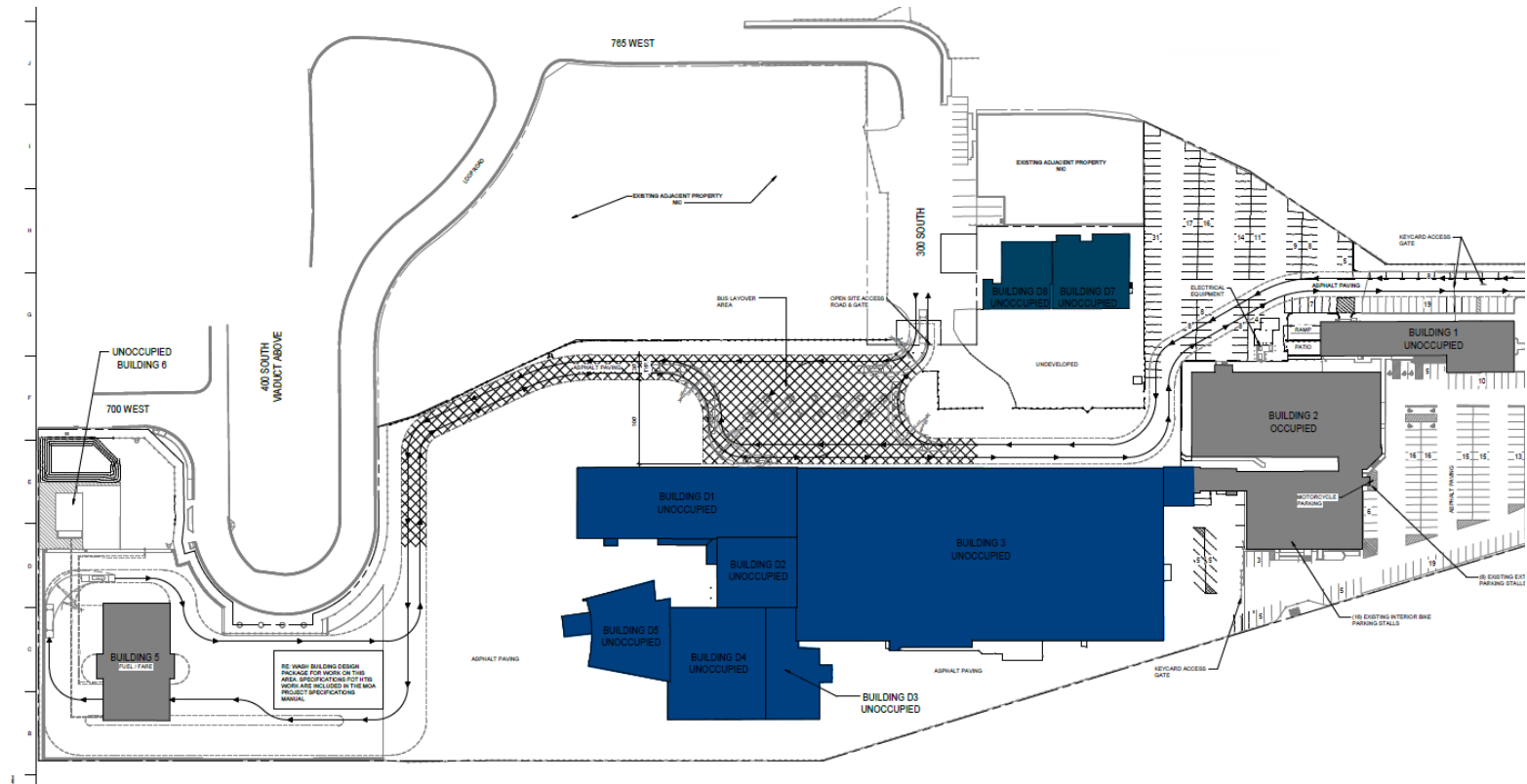




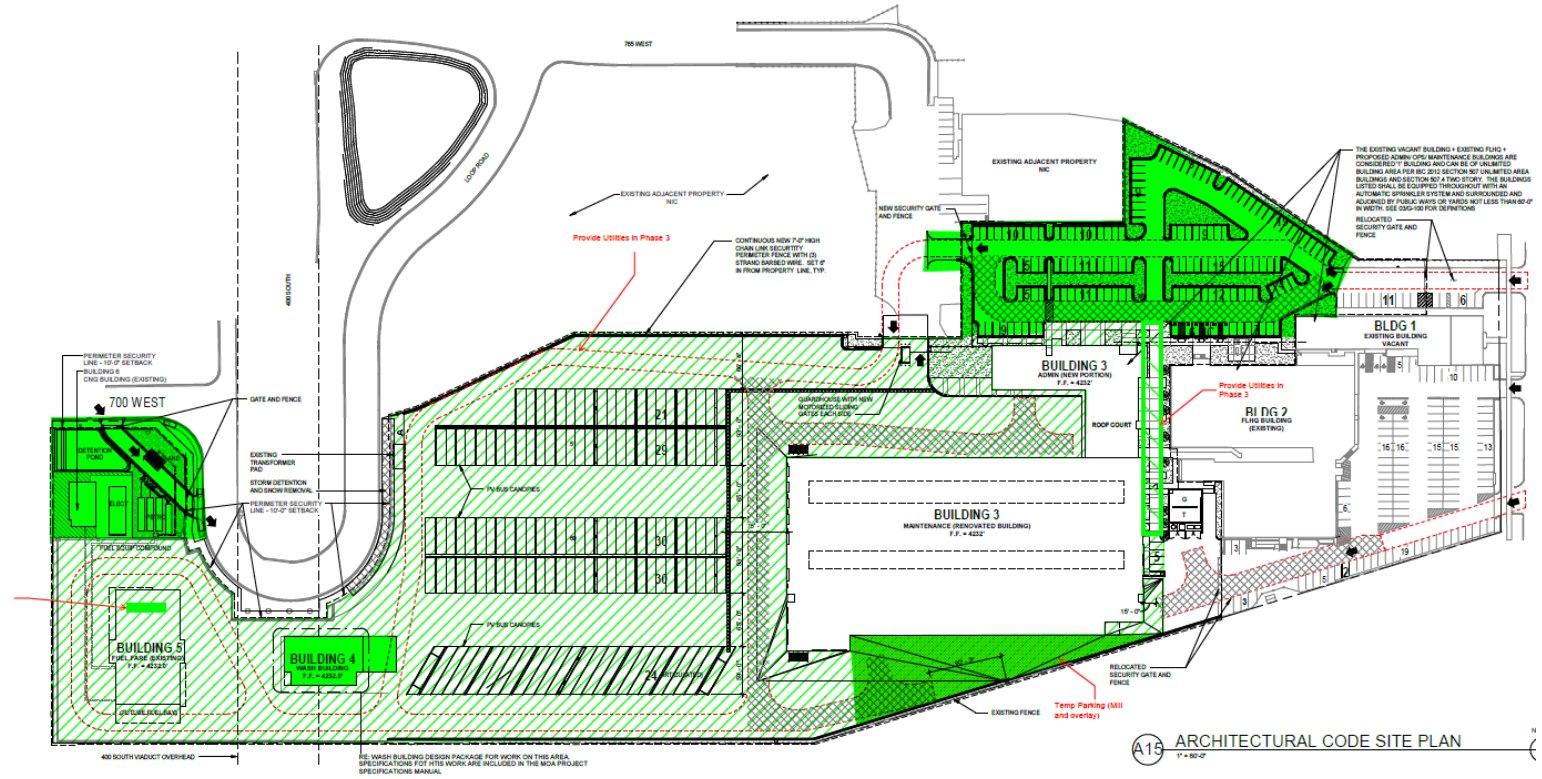
View of the New Bus Administration Building
Initial phase- 150 Bus Capacity
Future phase- 250 Bus Capacity



- **Phase 1: Demolition & Abatement (Completed)**



- Phase 2: Wash Bldg / Fueling Island / West Parking Lot
 - Anticipated Construction: Today-June 2021





Fueling Island

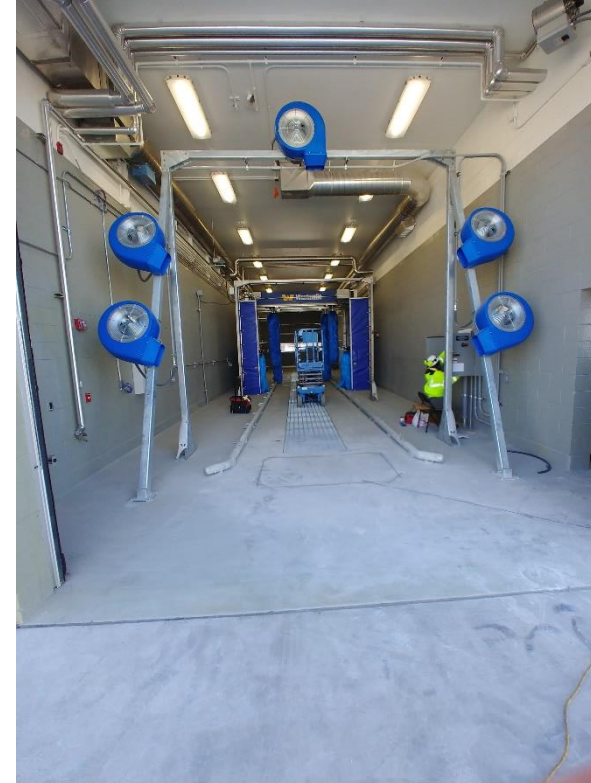
Scheduled for completion
June/July 2021





West Parking Lot

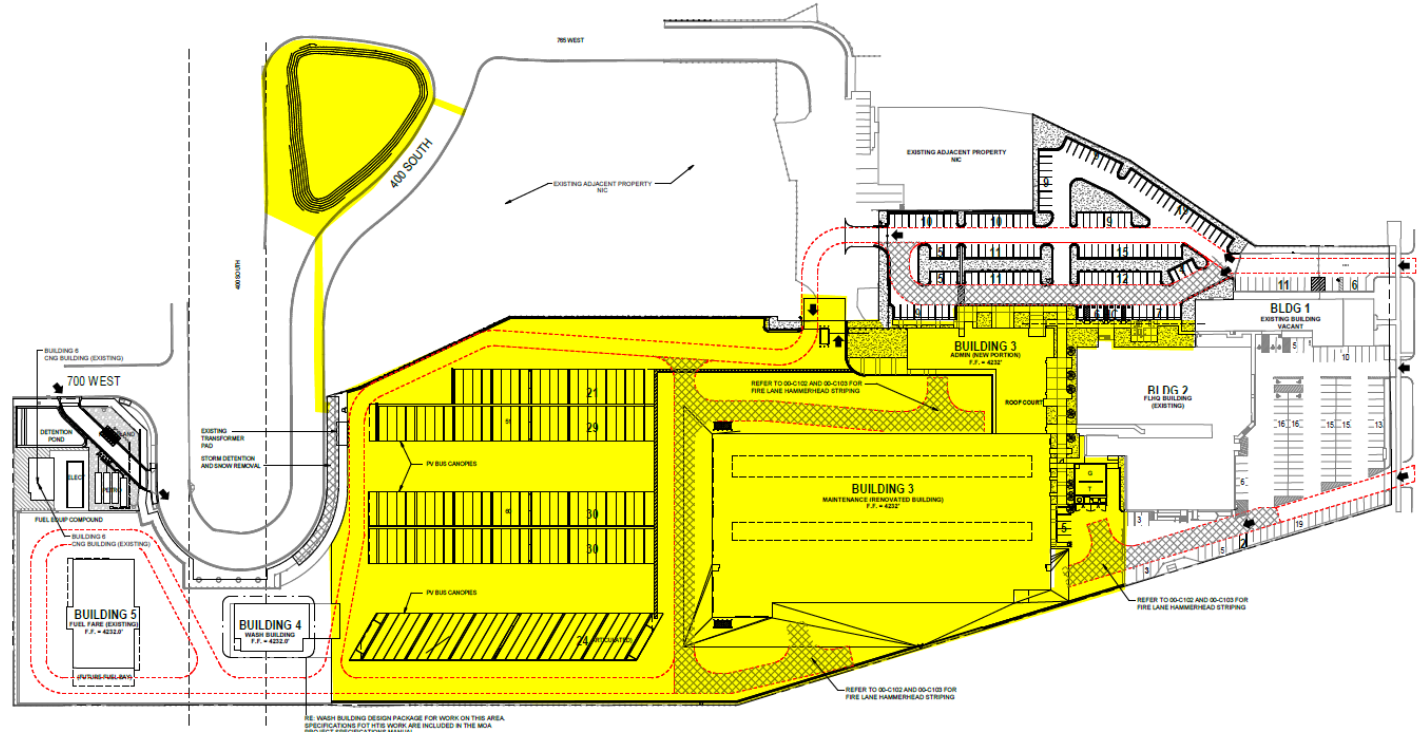




Bus Wash



- **Phase 3: Maintenance Bldg/Admin-Ops Building/Site Work**
- **Anticipated Construction: November 2020-Spring 2023**





Maintenance Building





Tilt Up Panels





Tilt Up Panels

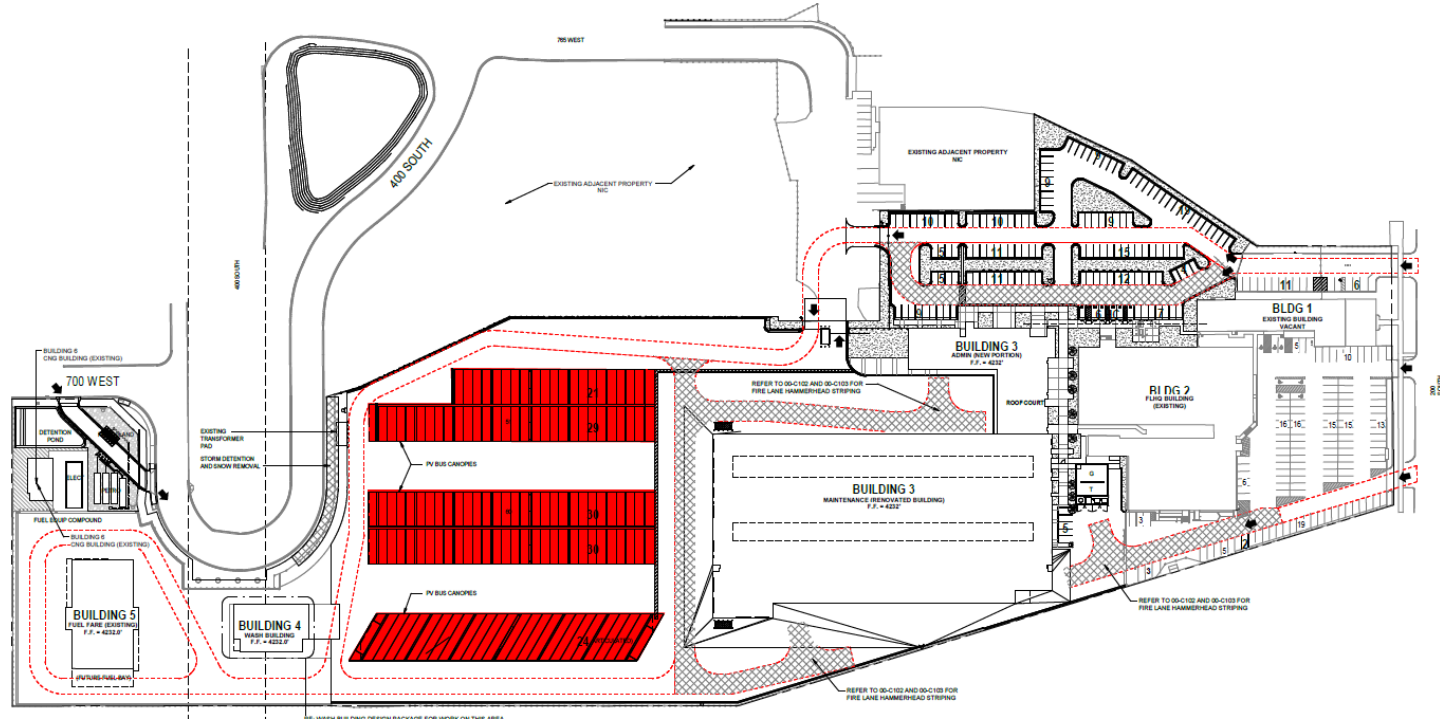


Maintenance Building

- Concrete
 - Ongoing foundation and tilt panel work
- Tilt panels
 - Scheduled to stand and position starting mid May
- Challenges
 - Concrete availability
 - Steel lead time increase to 8 months



- **Phase 4/5/6: Bus Canopies/Electric Bus Charging/Possible Solar**
 - **Anticipated Construction: 2022**



Bus Charging and Canopies

- Contractor pricing this summer
- Initial charging for 30 buses
- Expandable up to 78 buses
- Construction beginning in 2022

Power needs

- Rocky Mountain Study
- Bus charging – Significant power requirement



Status of Current Phases

Phase 1 - Completed

- Building Demolition and Abatement
- \$2,500,000 Construction Cost

Phase 2 – Under Construction

- West Parking Lot, Fueling Island, Bus Wash Building
- \$9,100,000 Construction Cost

Phase 3 – Construction Underway

- Maintenance and Administration Building
- Bus Parking
- \$51,360,000 Construction Cost

Change orders

- Currently within contingency



Other Activities

- Future Phases 4,5,6 – To be completed by Spring 2023
 - Canopies
 - Estimated Cost \$7,500,000
 - Electric Bus Charging
 - Estimated Cost \$3,700,000
 - Possible Solar
 - Estimated Cost \$4,000,000
- Other Costs
 - \$16,840,000
 - Design, Testing, Construction Observation, 3rd Party Utility Relocations, Project Management, Contingency, Furniture, Property
- Total Project
 - \$95,000,000



Roadway Worker Protection (RWP) Program Manager and Technical Budget Adjustment

Recommended Action (by acclamation)

Motion to approve additional FTE and authorize technical budget adjustment as
presented



Other Business

- a. Next meeting: Wednesday, May 26, 2021 at 9:00 a.m.



Closed Session

- a. Strategy session to discuss pending or reasonably imminent litigation
- b. Discussion of the character, professional competence, or physical or mental health of an individual



Closed Session



Open Session



Adjourn

